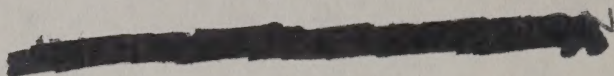


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MAR 26 1958

OLD FOLK NEWS

Published weekly by the Old Folk Association

Vol. 1, No. 1

1911

First Issue

Published by the Old Folk Association

100 North Main Street, Boston, Mass.

Subscription Price, \$1.00 per Annum

Single Copies, 10 Cents

Entered as Second-Class Matter, May 1, 1911

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OLD FORT NEWS

Vol. XX, No. 3, 4

Fort Wayne, Indiana

Oct. - Dec., 1957

THE WABASH AND ERIE CANAL

by

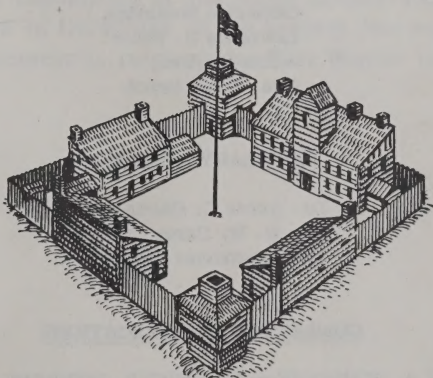
Rex M. Potterf

AND

HISTORIC SITES OF FORT WAYNE

by

Albert Diserens



Fort Wayne—1794

The Allen County-Fort Wayne

Historical Society

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FOREWORD

The following two addresses on local history were delivered as the fourth and fifth lectures in a series for the history teachers of Fort Wayne and Allen County. The first was given October 8, 1957; the second, October 15, 1957. Both addresses, as well as the three preceding, were sponsored by the Youth Committee of the Allen County-Fort Wayne Historical Society. The Board of Directors of the Society has authorized this publication because of numerous requests by Fort Wayne residents for the material.

THE WABASH AND ERIE CANAL

by

Rex M. Potterf

When men think of great public works, they are prone to recall the pyramids of Egypt, the Great Wall of China, or the more recent Maginot line. These projects were of great magnitude, and ultimately, of course, their builders encountered great difficulties of construction. Our own Wabash and Erie Canal, which passed through Fort Wayne, Indiana, on the present-day right-of-way of the Nickel Plate Railroad presented fully as many difficulties as did any of those very massive public works. Four hundred fifty-two miles in length, it was longer than any canal built prior to that time. Its planners routed it through a trackless wilderness comprising gigantic trees and many miasmatic swamps. The workers found it necessary to chop trees and grub roots with only man power or beast power every foot of the way. The only available tools were axe, pick, spade, shovel, mattock, or scoop. In the heyday of the Canal, if you or I had stood on the present site of the Bursley warehouse, in the course of a day we should have seen many more canalboats pass that way than do Nickel Plate trains today.

Indiana was fertile; it possessed extraordinary resources and climatic advantages; at the time of its admission to the Union in 1816, it was, however, very sparsely populated. The only settlements of importance were along the Ohio River. The other settlements were tiny and rather insignificant. Indeed, its agricultural possibilities promised to remain unexploited unless a system of transportation could be devised and created which would permit the exchange of the products of frontier Indiana with the products of the eastern seacoast. The inland waterways of the older states--particularly New York, Virginia, and Pennsylvania--furnished an example to Indiana. Very soon men began to agitate for the construction of an inland waterway system which would connect Lake Erie with the Wabash-Ohio-Mississippi river system. This, of course, would traverse Indiana.

Congress in 1828 enacted a law which provided for the sale of a large tract of public land for the building of such a canal. The proceeds of the sale of this land, it was hoped, would finance the building of a canal whose right-of-way should run through the Maumee and Wabash valleys; it would connect Lake Erie with the navigable waters of the Wabash. The first lands were sold in 1830 at Logansport and in 1832 at Fort Wayne. Unfortunately, due to the poverty of the prospective buyers, the land had to be sold on the installment plan for a five-year period; this scheme did not produce much ready cash. Eventually, the credit of the state of Indiana was pledged to finance an intra-state public improvement system of turnpikes, railroads, and canals, which should be integrated and would cover the entire state. It was proposed to include four large canals in this system:

1. The Wabash and Erie Canal from the Ohio state line, with an Ohio extension to Toledo, ending at Terre Haute.

2. A central canal, which should extend from Peru on the Wabash and Erie Canal via Marion and Anderson to Indianapolis, thence to Evansville by means of a cross-cut canal which should connect the central canal and the Wabash and Erie Canal.

3. The Michigan-Erie Canal, extending from Fort Wayne via South Bend to Chicago with a spur to La Porte.

4. A Whitewater Canal extending from Hagerstown via Milton, Connersville, and Brookville to Lawrenceburg with connections for Cincinnati.

The Wabash and Erie Canal was completed with its cross-cut extension. In 1856 the route from Lake Erie to Evansville was a reality. Aside from the cross-cut canal, the only other completed portion of the central canal was a few miles from Broad Ripple to Indianapolis, which you have seen many times as it intersects with Meridian Street and Washington Street.

The Michigan-Erie Canal was not built. Sylvan Lake, an artificial reservoir constructed to impound water to feed this waterway, was completed. Today the latter is a piscatorial paradise. Its current benefits are far different from those which its designers intended.

The Whitewater Canal was completed and dedicated in 1848, but heavy floods kept the Canal in a continual state of disrepair. Its use was discontinued about the time of the Civil War.

The difficulties which confronted the newly elected Canal Commissioners were truly prodigious. Financial support was inadequate. Labor in this frontier country was almost nonexistent. There was no survey of the configuration of the land. Tools and appliances used by surveyors were no closer than New York City. At the first meeting of the Canal Commissioners, provision was made for the survey of the canal right-of-way from the Indiana state line to the mouth.

Samuel Hanna made a hurried trip to New York City via boat on Lake Erie and on horseback to procure the necessary equipment; he returned with it in thirty days. This quick trip was truly a remarkable feat. The survey for the Canal revealed that Fort Wayne was located on the summit of the right-of-way. A word of explanation is necessary. In geological times a mighty river, which no man ever saw and which had no name, arising from the huge pile of ice at the west end of what is now Lake Erie, scoured a deep valley. Time and geologic changes have formed surface features which we now know as the two valleys, viz. that of the Maumee River and that of the Wabash River. This depression geologists call the Maumee Trough. It not only furnished easy access for the Wabash and Erie Canal but also for two steam railroads and later a short-lived electric railway.

The site of Fort Wayne is simply the highest point in this depression. It is not, however, the highest point in Indiana. That is at Winchester--almost 700 feet above Lake Erie. Even Adrian, Michigan, is more than 560 feet above Lake Erie. Fort Wayne is only 198 feet above Lake Erie. For the gradient of a canal, the Wabash and Maumee valleys with

Fort Wayne at the summit provided an ideal route while the land rose from Lake Erie on the east to 198 feet in height. On the west the land gradually falls away from Fort Wayne. Huntington lies 29 feet below us, and Logansport is 150 feet below us. With an adequate water supply by a system of locks, canalboats coming from the East, it was thought correctly, could be raised to the Summit City and then similarly lowered on their westbound route down the Wabash Valley. The system promised to be equally workable in reverse. Since Fort Wayne was at the summit level, the Canal Commissioners decided that here the ground should first be broken, and thence it should be carried to completion. In that day, Washington's Birthday and the Fourth of July were associated most closely in the minds of our countrymen with the acquisition of our liberties. A few soldiers of the Revolutionary War were still living in most communities.

The Canal Commissioners, therefore, chose February 22, 1832, as the day for the initial breaking of ground for the Canal. Most of the people of the tiny village of Fort Wayne assembled in the little Masonic Hall that day. Henry Rudisill acted as chairman, while David Colerick served as clerk and kept the minutes of the meeting. W. G. Ewing made a brief and inspiring address in which he painted in glowing terms the prospects of future transportation by canal. Thereafter the group adjourned and crossed the St. Mary's River to an agreed spot on the newly surveyed feeder canal. Here the group formed a semicircle and listened to remarks by Jordan Vigus, who was the only Canal Commissioner present. At the end of the speaker's remarks, Samuel Hanna and other gentlemen began to dig with their shovels and move earth. This bit of formality was the beginning of the construction of this vast and costly enterprise.

The Canal Commissioners divided the canal project into many sections; they awarded the construction contracts for these sections to numerous different contractors. Labor had to be almost wholly imported from other states. One principal source of labor supply was the large number of Irishmen who had worked on the newly completed waterway projects in Ohio, Pennsylvania, Maryland, and New York. They were now looking for work elsewhere.

The standard rate of pay for a canal laborer on the Wabash and Erie Canal was at first ten dollars per month, but later this had to be increased somewhat. The costs of construction were inaccurately estimated and proved to be much greater than at first seemed likely. Many unanticipated difficulties of construction presented themselves. The land sales were slow and produced inadequate revenue. The total wealth of Indiana did not aggregate at this time more than eighty million dollars. As the costs increased and the land sales proved inadequate, public pressure induced the legislature of the state of Indiana to pledge its entire credit to the work. This source produced some thirteen million dollars and eventually bankrupted the state.

The Panic of 1837, the attendant hard times, and the depreciation of much of the paper currency of the period introduced other elements of extreme difficulty. The heartbreaking work of grubbing and excavating by hand power moved ahead only because of the intense needs of this pioneer country for the kind of transportation of its products which this waterway

promised. The disease-infested swamps of the Wabash Valley induced conditions of sickness which carried away an important segment of the labor force. It has been said that one Irishman died for each six feet of the Canal built through Indiana. Frequent "jiggers" of whisky furnished by the contractors to their men and ten dollars a month seem tiny compensation for the human casualties of the enterprise.

In the spring of 1835 a section of the Canal was completed between Huntington and the St. Mary's River at Fort Wayne. On July 4, 1835, the people of these two small hamlets celebrated the occasion--the greatest event in their brief history. The canalboats made the trip from Fort Wayne to Huntington at the standard speed of canalboats, viz. about three miles per hour. On board was a capacity crowd of passengers including thirty-three young girls in costume who represented the thirty-three states then in the federal Union.

At Fort Wayne, the summit level, there were three phases of the canal work, which in themselves now seem in retrospect almost major enterprises. The St. Mary's River crossed the right-of-way of the Canal. It was necessary to bridge this considerable river and carry the Canal across it to maintain a suitable gradient and to restrain the water from escape. The contractors built an aqueduct across the river, which had much of the appearance of a covered bridge. The aqueduct was two hundred four feet long; it was supported in the center by heavy stone masonry. The superstructure was of oak pinned together by hand-forged iron bolts. The flume was seventeen and one-half feet wide and built of elm. The water was maintained at a four and one-half foot level and weighed four hundred fifty tons. Only by the completion of this aqueduct was it possible for the Canal to enter the town of Fort Wayne.

Numerous dams were constructed along the Canal to impound water in reservoirs ranging from fifteen hundred to forty-five hundred acres. One such reservoir was at Antwerp, Ohio. The water at the summit level was provided from a reservoir created by a dam within the latter-day Robison Park across the St. Joseph some eight miles north of the town of Fort Wayne. This structure was a public work of major magnitude. The dam rose seventeen feet above the bottom of the river. It was seventy-five feet wide at the base and twenty-five feet wide at the summit. The material which composed it was forest trees, cut and placed in the form of an abatis with their tops perpendicular to the current of the river. They were filled and covered with stones and gravel. The stone had to be brought from a distance because there was none in Fort Wayne or near it. It was dragged most of the way on ox-drawn sledges. There were two abutments (one on each side), two hundred thirty feet in length, twenty feet high, and twenty-five feet wide built of the same material as the dam. This structure cost in excess of \$17,000. Throughout the years it required many repairs due to floods and erosion. In 1846, damage to the dam was so great that the repair bill exceeded \$10,000. To carry the water eight miles southward to the Canal required the construction of a feeder canal, which was no small engineering project; it too entailed considerable labor and expense. By these circumstances the stage was set for Fort Wayne to become for a long time "a canal town." This waterway by its inherent characteristics

moulded the Fort Wayne of the nineteenth century.

Boats to equip the Canal came from various sources. Some of the canals further east, especially the Erie Canal of New York State, no longer needed packet or passenger boats because of the competition of the canals' new transportation rival, the railroad. Hence, shipping companies brought canal packet boats westward from the New York canal system down Lake Erie into the Erie Canal.

Boats were built locally. Fort Wayne became an important center of canalboat building. In the middle 1840's the FORT WAYNE SENTINEL reports that five canalboats had been completed in one boat yard and were ready to slide down the ways. Likewise, it reported that in the same yard two other canalboats had been renovated, and the repairs were completed.

After overcoming all difficulties late in 1842, the canal dream became a reality; construction was completed between Toledo and Lafayette. The Canal was six feet deep and fifty feet wide between Toledo and Defiance. From Defiance to the state line the Canal was five feet deep and forty-nine feet wide. The dimensions of the Indiana segment of the Canal were somewhat less. Nevertheless, the Canal was adequate to carry standard packets and canalboats.

Meanwhile, the Ohio system of canals was nearly completed. The Miami and Cincinnati Canal was built from a point eight miles west of Defiance, Ohio, and passed through St. Marys, Celina, Dayton, Middleton, and Hamilton to Cincinnati. Thus, by its junction with the Wabash and Erie Canal, it made connections possible via Cincinnati with the Ohio-Mississippi river system. It was only a short time until the Wabash and Erie Canal would be completed to Evansville with similar connections. Since the Wabash and Erie Canal was thus integrated into the Ohio system of canals, a vast change now came over the people of those new western states in their ability to market and exchange their products. Fort Wayne could now depend on Cincinnati as well as Toledo to furnish groceries and supplies. The first important cargo shipped out of Fort Wayne was destined for Boston, Massachusetts. The second was a cargo of two hundred thousand hoop poles and three hundred twenty barrels of cranberries for New Orleans via Defiance Junction and Cincinnati.

Fort Wayne then had a population of no more than 1,500 people. Numerous other villages had arisen along the line of the Canal. Logansport was becoming somewhat important. Lafayette, the western terminus of the Canal, was a thriving town. It is a bit hard to reconstruct in our imagination the Fort Wayne of that day. Numerous log houses and a few brick structures housed the people. The First Presbyterian Church was a small wooden structure consisting of one room with a conventional belfry. Allen Hamilton's brick mansion on the site now occupied by the public school administration building was a very substantial structure and will be recalled by some of you as Superintendent Louis C. Ward's office. Little else has come down to our time.

The nearly finished Canal followed the route of the present Nickel Plate Railroad through Fort Wayne. There were three large basins in which canalboats were anchored while waiting to be loaded, unloaded, or repaired. Swinging bridges carried the traffic across the Canal at street

intersections. A favorite stopping place for canal packets was the foot of Clinton Street near the present Bursley wholesale building.

Country roads were nonexistent. The hazards of traffic by wagon were very great indeed. Transit on horseback was most satisfactory but did not permit much transportation other than that of the rider.

Men now began to plan for a grand dedication of the Canal. The date set for the event was July 4, 1843, and the place Fort Wayne because here the ground had originally been broken for the enterprise, and here was the summit level. As the plans took shape, committees were formed, and the leadership of Fort Wayne lived with a single purpose to make the dedication worthy of the enterprise.

Distinguished persons were invited for the occasion of the celebration. Daniel Webster, Henry Clay, Lewis Cass, and numerous other persons of quality were invited to come and to participate in the ceremonies. Some of the invited guests did come; most of them wrote letters signifying their interest but inability to be present.

As the day approached for the celebration, the little town of Fort Wayne became the scene of many unwonted activities. A New York newspaper commented that about one hundred houses were in process of being constructed, and part of these were brick. Thus, we get a picture of a beehive of activity in those days at the end of June in 1843. The Fourth of July was on Tuesday of that year. The yellowed pages of the FORT WAYNE SENTINEL record that crowds swarmed into town on Saturday by wagon, by canalboat, on horseback, and on foot. Laura Detzer, a Fort Wayne historian, believed that more than half of the population of northern Indiana came to Fort Wayne for the occasion. By Saturday afternoon canalboats from both east and west lined the canal bank for a half mile. Many were handsome boats. They were gaily decorated and presented an impressive vista to the townsmen. Committees appointed to take care of the guests saw to it that those who could not sleep in the canalboat berths had tavern facilities, or accommodations in private homes. The FORT WAYNE SENTINEL reports that hospitality was so complete and so well organized that sleeping quarters were available for all that vast horde of people.

One of the earliest deputations to arrive was the crack Toledo military unit, the Toledo Guards. These men brought their military equipment with them and encamped near what is now Swinney Park.

On Tuesday morning at six o'clock, an opening salute informed the population and the guests that something was about to happen. While the echoes of the salute were still ringing in the air, a large packet boat, gayly decorated and brilliantly caparisoned, docked at the foot of Clinton Street to discharge its passengers. It had come from Detroit, Michigan, and among its passengers was General Lewis Cass, a veteran of the War of 1812, a former governor of Michigan, and a United States Senator from Michigan. He was an active candidate for the Democratic nomination for President. General Cass was large and ponderous, and, if I may use the language of today, something of a "stuffed shirt." He was the speaker of the day and the honored guest of the occasion. He was, of course, highly respected and honored. His political views were those that predominated in this frontier community. People looked forward to seeing him and hearing

him speak. When the boat docked Senator Cass rose from his seat and advanced to the gangplank; nonchalantly he took a step on the gangplank, expecting in three or four more steps to be on the dock; unfortunately, the great man misjudged his distance and fell into the muddy and stagnant waters of the Wabash and Erie Canal. He was scheduled to deliver his address in the early afternoon. The SENTINEL informs us that he was conducted to the mansion of Allen Hamilton, where he was entertained. We must believe that he also received a dry change of attire so that he could perform his forensic duty with some degree of comfort not to be enjoyed in a bedraggled suit of clothing.

At ten o'clock the second salute warned the crowd to assemble. The place of assembly was Berry Street at the site of the present-day Court House Square. The Court House had recently been destroyed. In that block were a few tree stumps, and on the northeast corner was an open well, which served as the "town pump." At each corner on the Berry Street site were two flimsy frame structures in which some of the county business was transacted; a two-story log jail for debtors occupied the southeast corner on which is located the present Gettle Building.

At eleven o'clock the military salute signified that the procession should form. Major Samuel Edsall officiated as marshal to form the procession. He was aided by some twenty assistant marshals--mostly former military men, including a general, three colonels, three captains, and other lesser military luminaries. The marshal, in accordance with the practice of that day, observed the strictest protocol in arranging the order of precedence for the fifteen thousand persons who formed the procession. As the strains of martial music resounded, Revolutionary soldiers and soldiers of the War of 1812 moved into the van. Some of these men were very old and must have made the procession move very slowly because of their infirmities. In the next position were the Toledo Guards, smart and resplendent in their brilliant uniforms, precise movements, and flashing weapons. Then came General Cass, the orator of the day; Hugh McCulloch, the reader of the day; Reverend G. M. Boyd, the chaplain of the day; and former Governor Ethan Allen Brown of Ohio, the president of the day. The last-named was so honored because the Canal had been started in Ohio during his term as governor.

The vice-presidents, who followed, included numerous prominent men. There were United States Senator A. S. White, United States Senator Ed Hannegan (a prominent lawyer with a promising future, which was never realized), Jesse D. Bright (political boss, later a United States Senator and president pro tem of the United States Senate, one step removed from the United States Presidency), and other notables. Following these came the ladies. Chivalry still bulked large in man's formal attitudes and outward activities. These ladies were decked out in their very best. The prospect of a mile walk on the dusty unpaved streets of Fort Wayne must not have been very attractive to them.

The Defiance Band followed the ladies. After them came the invited guests from Ohio and other states, a rather numerous group of notables who came chiefly from Ohio and Michigan. Then followed the committees which had worked to make the celebration a success. The Marion Band

followed, succeeded by the Engineer Corps, which, of course, had had an important place in the construction of the Canal. After these came the German Band, and citizens of Ohio and other states followed. Then came the Miami warriors, the Kekionga Band, and citizens of Indiana. The mile-long procession, probably divided into five single files, made its exodus from the public square down Berry Street headed for the estate of Colonel Tom Swinney. These beautiful premises then as now served as a gathering place for young and old. When the vast crowd arrived at the Swinney estate, awaiting them was a huge quantity of food prepared for the occasion. After all had partaken of an ample repast, the program began.

Reverend G. M. Boyd delivered the invocation. Hugh McCulloch read the Declaration of Independence. General Cass delivered a ponderous and lengthy address, which extended more than an hour and must have taxed the patience of his auditors and the loyalty of his followers. Letters were read from Daniel Webster, Henry Clay, and other notables who were invited but did not attend. A number of guests, in accordance with the practice of that day, proposed toasts appropriate to the occasion. Late in the afternoon the ceremonies ended, the crowd dispersed, and Fort Wayne had experienced its most shining hour. The celebration so thoroughly prepared at home was noted by the nation's newspapers. This small and obscure hamlet was the cynosure of the nation's eyes. It returned to its humdrum existence the next day.

The boats which navigated the Canal changed little in size through the years because of the fixed dimensions in which they navigated. The typical boat was eighty-nine feet long by thirteen feet; it carried a cargo of one thousand tons or more and stabled its horses or mules in the center of the boat. In the last years of the Canal (1860-1879) some boats were built large enough to carry two thousand tons. The weight of the cargo depended upon the amount of water displaced by the boat.

The packet boat ceased to be a factor in 1852; the Wabash Railroad was completed to Fort Wayne, Indiana. Packets, however, in the days of their prevalence, operated on schedule and carried passengers at approximately three cents per mile. The fare from Fort Wayne to Toledo, a distance of 106 miles, was \$3.25; to Cincinnati, 221 miles, was \$6.75; to Lafayette, a distance of 104 miles, was \$3.75. Some of these packet boats were about as comfortable as it was possible to make them with staterooms and single beds. First-class sleeping berths were arranged in two rows, one above the other. A large compartment at one end of the boat served as sleeping quarters for men; a similar space at the other end was occupied by women and children. During the day the passengers usually spent their time on the canalboat deck.

In the mid-1840's the inland waterway systems of Indiana, Ohio, and of the eastern states were so extensive that they were regarded as a part of the great national military highway. In 1846 a company of Fort Wayne soldiers which was organized to participate in the current war with Mexico departed from Fort Wayne on an east-bound boat on the Wabash and Erie Canal, which turned southward at Defiance Junction on the Miami Canal and floated down to Cincinnati. Thence the detachment left Cincinnati by barge on the Ohio River and floated down to New Orleans. While the

rate of travel was no more than three miles an hour, still it was possible to travel day and night and in that way to gain somewhat even though the speed was slow.

Even before the competition of the railroads, the financial returns to the Canal were small and certainly much less than had been anticipated. The cost of repairs due to destructive floods was far greater than estimated. It soon became apparent that the Wabash and Erie Canal was impoverished. During the busy season of the year the Canal was frequently closed to navigation due to lack of water. All too often this was the case in the summer months, when traffic would otherwise have been very heavy. When the spring floods were especially destructive, they not only damaged the reservoirs and sometimes destroyed the year's water supply but also damaged canal banks, permitting the water to escape. This left the Canal only a stinking mudhole with heavily laden canalboats stuck in the mud. When these canalboats carried perishable merchandise, the situation was intolerable. By 1846 Fort Wayne merchants had come to depend upon wholesale grocery stores in Cincinnati for wares. When the loss of water in the Miami Canal stranded boats for several weeks during the summer of 1846, grocery stores and their customers in Fort Wayne were reduced to dire need.

Bulky materials formed the largest part of canalboat cargoes. Coal from the mines on Coal Creek near Terre Haute, lime and building stone from Huntington, pork, flour, wheat, and wood were especially important. Cheap coal, brought by the canalboats to Fort Wayne, became important as steam-fired industries supplemented the water power, which was inadequate for the increasing industrialization of the city.

The Wabash and Erie Canal would have failed for numerous reasons:

1. The financial returns were inadequate to maintain it.
2. The water supply was inadequate to fill the Canal at all times.
3. That the Canal was undependable caused it to become a nuisance to shippers.

However, the coming of the Wabash Railroad to Fort Wayne in 1852 and to Lafayette in 1856 gave the deathblow to the Canal. Numerous plans developed to improve the Canal and preserve it. After 1870 it was of only local importance because of many breaks in the banks.

Bondholders forced liquidation of the enterprise and its sale. Thomas Fleming bought the section from the Ohio boundary through Fort Wayne to La Gro for \$44,500. In 1881 he resold this to the Nickel Plate Railroad. In 1882 the new owner dismantled the aqueduct across the St. Mary's River. In a few months railroad trains traveled over the identical route formerly followed by canalboats.

The Canal was of tremendous importance in transporting many thousands of immigrants into the Indiana and Illinois countries. It served as a transportation facility for the new country until something better replaced it.



HISTORIC SITES OF FORT WAYNE

by

Albert F. Diserens

The historic sites connected with the annals of the city of Fort Wayne are many and various, and an attempt to enumerate all of them, together with a brief account of the significance of each one, would indeed be a never-ending task, pleasant though it might be.

I have therefore selected forty sites which seem most worthy of our consideration, and have attempted to describe their location in relation to present-day Fort Wayne, and to tell something of their history and significance.

We are all familiar with the topography of this area, including the river system, by which the St. Mary's and St. Joseph rivers come together and form the Maumee River. By means of the Maumee River it was possible to come by water to the region that became Fort Wayne, from the mouth of the St. Lawrence River, and by means of the Wabash River it was possible to go on by water, to the mouth of the Mississippi. But the stretch of eight or nine miles between the Maumee and the Little River, which flows into the Wabash, was the one portion of the entire distance between these two river mouths which could not be covered by water. Therefore a portage, or "carrying place," a pathway between the two rivers, by which the voyagers had to walk carrying their boats, was the only solution. Hence, according to B. J. Griswold's HISTORY OF FORT WAYNE, the story of the beginnings of the city of Fort Wayne is the record of the most famous portage in America.

Vestiges of this portage are now scant, but Portage Avenue, a short thoroughfare running in a southwesterly direction from the south west corner of Rockhill Park and continuing for several blocks, marks the course of the portage, and, from a chronological standpoint, may appropriately be considered as the first of the landmarks of old Fort Wayne history. Once over this portage, the voyager could continue his trip by water through the Little River to the Wabash, thence to the Ohio and so on down the Mississippi to the Gulf.

Just south of the St. Mary's River bank and on the east side of Van Buren Street, stands a marker denoting the erection of the first French fort in this area. This marker was put up a few years ago by the Society of Colonial Dames, although the same historic event had previously been commemorated by the D. A. R. in much the same manner. The actual date of erection of this first French fort has been a subject of controversy among historians, but Mr. Peckham, in his recent address here, fixed the date as 1721. At all events, the first commandant of the fort was Jean Baptiste Bissot, Sieur de Vincennes. The fort was abandoned in 1750.

In the meantime, villages had arisen on both banks of the St. Joe River. These live now only in our minds, as we imagine them existing, Kekionga, or Kikiongi, or Kiskagon, the Indian village, at the eastern end

of the present Lakeside bridge, along the present St. Joe Boulevard, and Miami town, the French village across the river, in the southeastern "pocket" of the present "Spy Run" district. Other villages were farther up the east bank of the St. Joseph River and the north bank of the Maumee River. Diaries and other memorabilia of life in these villages have been handed down to us, and they form the basis of whatever history is to be found of the villages, in Griswold and in other sources.

Succeeding the first French fort, a second, standing at the present intersection of St. Joe Boulevard and Delaware Avenue, was erected in 1750 by M. de Raimond. It was from this fort that Raimond wrote in alarm to the French governor of Canada that "nobody wants to stay here and have his throat cut; if the English stay in this country we are lost--we must attack and drive them out." In 1760, the fort fell to the British. Ensign Robert Holmes, three years later, was murdered by the Indians and the men of the garrison were taken prisoners. This historic spot is, of course, marked by an appropriate tablet, given by the D. A. R.

Nearby, at the intersection of Dearborn Street with Edgewater Avenue, stands a marker honoring the memory of Major John Wyllys and his brave soldiers who were killed near this spot in the battle of Harmar's Ford, October 22, 1790, with the Miami Indians under Chief Little Turtle. At the dedication of this monument, in 1916, the principal speaker was former President William Howard Taft. This memorial, like so many denoting historic landmarks, was a gift made to the city by the D. A. R.

We come now to the birthday of Fort Wayne. In September, 1794, Anthony Wayne, General in the United States Army, came to the junction of the rivers, and built a fort which was completed October 22, 1794, and which was christened Fort Wayne. This fort stood about 300 feet south of the former Old Fort Park, (now erased in the construction of the Nickel Plate elevation), at approximately the northwest corner of Berry and Clay streets. General Wayne left this area less than a week after the fort was built. Six years later, in 1800, a second American fort was built. This is the fort which stood on the site of the former Old Fort Park, north of the first fort. For a time in 1800 both forts existed, but the earlier one was soon abandoned. The site of the older American fort is appropriately marked, but the removal of the old cannon from the former Old Fort Park to the Swinney Homestead grounds, and the abandonment of the park, leave the site of the second fort without any marker. In memory of General Wayne, an equestrian statue of him stands in Hayden Park.

From the completion of the second fort in 1800 until its evacuation and abandonment as a military stronghold on April 19, 1819--another important date in Fort Wayne's history--this area was still primarily of military importance. Life at the post went on as at all such places. The men, many of them, had their wives and families with them, and there were the usual births and deaths, the usual illnesses and hardships, the usual joys and sorrows.

Among persons born in the old fort was George Washington Whistler, who later became the father of James McNeill Whistler, the world-famed artist. George Whistler was the son of Major John Whistler, commandant of the fort for a time, and himself achieved fame as an engineer.

Not far west of former Old Fort Park, on East Main Street, where now stands the No. 1 engine house of the Fort Wayne Fire Department, is the site of the last council house, erected after the Indians had burned the earlier council house, in 1812. It was used as a place of council with the Indians, and later as a schoolhouse and residence.

Out on New Haven Avenue, in the eastern part of the city, there is a little triangular park, at the point where Wayne Trace begins, and here in 1906 was erected a monument to indicate the route by which Anthony Wayne's troops left here in 1794. Here began the Indian trail to the present Cincinnati. Efforts are now being made to link up Indiana's part with Ohio's in forming the Anthony Wayne Trail, denoting the routes by which Wayne traveled over the region that is now northwestern and western Ohio and northeastern Indiana.

An area occupying part of the Bloomingdale and Spy Run districts of the city was once known as the Wells Pre-Emption. Captain William Wells was one of the most remarkable men connected with early Fort Wayne history. He was ~~ab~~ducted from his home in Kentucky by a band of Miami Indians in 1783, at the age of 14, and was adopted by Little Turtle, whose son-in-law he later became. He served in the defeats of Harmar and St. Clair, and later was made captain of a company of spies by General Wayne. He later served as a companion and interpreter on journeys with Little Turtle, and as justice of the peace and Indian agent at Fort Wayne. He was killed in the Fort Dearborn Massacre, August 15, 1812. In recognition of his service to the country, the national congress, on May 18, 1808, granted to Captain Wells the right to pre-empt, or buy, at \$1.25 per acre, a portion of land bounded on the west by the present Wells Street, on the south by the St. Mary's River, on the east by the St. Joseph River, and on the north by a line between Wells Street and the St. Joseph River roughly coinciding with the present north boundary of the orphans' home. Wells died without taking advantage of the privilege that had been granted him, and his children entered the land.

In this same Spy Run district is to be found, in the backyard of the house at 634 Lawton Place, the grave of Little Turtle. This grave was discovered by workmen excavating for a sewer for the dwelling of Dr. George W. Gillie in 1912. A marker was placed at the grave by Jacob M. Stouder. Little Turtle, famed Indian chief of this area, was born in 1752 and died in 1812.

Little Turtle's successor as Miami chieftain was Jean Baptist Richardville, known also as Peshewah, or the lynx. He was born on the St. Mary's River near Fort Wayne about 1761. He had noble French blood on his father's side. He became a wealthy trader and was reputed to be the richest Indian in North America at the time of his death at 80, in 1841.

In an article in the FORT WAYNE JOURNAL-GAZETTE in 1921, the late B. J. Griswold wrote of an old monument to Chief Richardville, located in the Catholic cemetery. This monument had originally been erected by the daughters of Richardville, Catherine, La Blonde, and Susan, on the present Cathedral square. When the necessities of building new structures on the square required the removal of the bodies of the dead buried there, it was decided not to molest the grave of the chief. The

monument, however, was removed and re-set in the old Catholic cemetery near the old Dudlo Manufacturing plant, south of the Pennsylvania railroad, near the St. Mary's River.

During the existence of this cemetery, Griswold tells us, vandals delighted in using the monument as a target in order to chip off pieces of the marble and carry them away as souvenirs. When the old Catholic cemetery was abandoned, the monument was removed to the present Catholic cemetery by Richardville's granddaughter, Mrs. Archangel Engelmann, of Huntington. Of course, this monument misstates the facts in saying "Here rest the remains of John B. Richardville."

On November 17, 1942, dedication ceremonies were held by the D. A. R. for a new marker for the grave of Richardville, on Cathedral Square. This tablet, set in a boulder, denotes the spot nearby, where the chieftain is buried, about 10 feet south and 10 feet west of the Cathedral tower.

We are ready now to consider a landmark not only in the literal sense but in the figurative sense--a landmark in the history of Fort Wayne, the great Wabash-Erie Canal. The physical remains of this body of water are gone, but the path of its course through Fort Wayne is preserved in the route of the present Nickel Plate railroad, whose roadbed lies along the old canal bed from one end of the city to the other.

The Wabash-Erie Canal had its day of glory in the years 1832-1853, although it actually lasted for many years after the latter date. The first ground was broken at Fort Wayne on February 22, 1832, and the canal was formally dedicated on July 4, 1843. In its final phase it ran from Maumee Bay on Lake Erie through Fort Wayne and from here in a southwesterly direction to Logansport and Lafayette and so on south to the Ohio River. By the time of its completion to that terminus its use had begun to lessen because of the coming of the railroads, but in its day it filled a definite need and was an important factor in the transportation and commerce of this area.

The day of dedication of the Canal, July 4, 1843, was in itself a landmark in the annals of Fort Wayne. Guests began arriving two or three days before the event was to take place, and the taverns were full. A reception committee met each boat and conducted the guests to the homes where they were to stay. Senator Lewis Cass, of Michigan, a former military governor of Fort Wayne, was to deliver the leading address at the dedication. He arrived in Fort Wayne at 6 o'clock in the morning on a canal boat from Toledo. Disembarking, he courteously acknowledged the ovation of the crowd assembled to greet him. In doing so, he stepped up the gangplank, lost his footing, and tumbled into the turbid canal waters. This unfortunate episode did not prevent the Senator's delivery of the speech of dedication, but it became a joke on a nation-wide scale and is said to have contributed to his defeat when he ran for President in 1848.

One of the necessary concomitants of the canal was an aqueduct conveying the canal waters over the St. Mary's River. This aqueduct was erected in 1834. It was 204 feet in length with a flume 17 1/2 feet in width and 6 feet in depth; 4 1/2 feet of water (500 tons) flowed through at a rate of 5 miles per hour. The structure was built of live oak, hand-hewn tim-

bers, and was held together with hand-forged iron bolts; the flume was constructed of elm. The aqueduct was razed in 1883 when its flow of water was insufficient to operate the mill of its leaseholder, C. Tresselt & Sons. The aqueduct was located about where the present Nickel Plate bridge crosses the St. Mary's River.

Memories of the aqueduct have been kept alive by a group of men who had swum in this aqueduct in their youth. In 1912 they banded together to form a club known as the Old Aqueduct Club. Three hundred and seventy-nine men were listed as charter members; although it is believed some 530 boys had swum in the aqueduct. Membership in the club required a birth date preceding 1872, certain residence limitations, and of course, swimming in the old aqueduct. A monument was erected in Orff Park, on the south side of West Main Street, near the east bank of the St. Mary's River, and dedicated July 16, 1927, commemorating the boys who swam in the aqueduct, and inscribed with the names of the charter members of the Old Aqueduct Club. The club used to hold an annual banquet in the evening, which the members called their "annual swim," but in recent years, the few members remaining have been content with an annual noon luncheon.

What happened to the old canal after it had passed its hey-day? It was abandoned in 1874, because of the severe competition of the railroads, and was sold to investors in 1877. The last boat on the canal was seen in 1882. In February of 1881 a railroad was organized in New York, to be called the New York, Chicago, and St. Louis railroad, but which came to be known popularly as the Nickel Plate. One of the directors of this railroad was William Fleming, Fort Wayne capitalist. It is to him that the city owes a debt of gratitude for bringing the Nickel Plate here. The line was to run from Cleveland to Chicago, and the first survey extended north of Fort Wayne and would have omitted this city altogether. W. B. Howard, of Brown, Howard and Company, had the contract for building the State House in Indianapolis. Fleming was treasurer of the state, and he and Howard became personal friends, as it was through Fleming that all moneys were paid to contractors. Howard, in conversation with Fleming one evening, told the latter that the contemplated railroad was to parallel the Lake Shore railroad and run north of Fort Wayne. Fleming then suggested to Howard that he attempt to alter the original survey in order to bring the road through Fort Wayne. He further stated that he would sell him the right of way through the city. This proposition interested Howard, and on Fleming's return to Indianapolis the following week he brought with him a map of the Wabash-Erie Canal showing its location through Fort Wayne and Allen County. Howard was impressed, and shortly thereafter, officials of the railroad came to Fort Wayne, went directly to the office of the canal company, and the canal was bought. However, this was not generally known and it was some weeks before the newspapers proclaimed the canal sale and then as if it had just been made.

Two of the principal owners of the canal in Fort Wayne at that time were John H. Bass and O. A. Simons. They agreed on a price of \$137,000 for the transfer of 56 miles of the canal, the late canal company reserving the water privileges. The race-way thus reserved was 25 feet wide and extended from the intersection with the feeder canal in the Nebraska dis-

trict to Lafayette Street, giving opportunity for supplying three well-known mills, Orff's, the City Mill and the Woolen Mill.

Thus passed into history the famous Wabash-Erie Canal, and now we have the newest development along the route of this old landmark, the elevation of the tracks of the Nickel Plate through Fort Wayne.

On the south side of Superior Street, just east of Calhoun Street, stands a two-story yellowish stone building, with the year of its construction, 1852, carved in a smooth block high on the front wall. This old building is thought to have served as a canal office or canal depot, although in the declining days of the canal, since the year of its building was also the year when construction started on the first railroad through Fort Wayne, the Pittsburgh, Fort Wayne and Chicago, and the death-knell of the canal was even then being sounded. The records of this building are sadly incomplete, and it is not known who occupied it in the years immediately following the demise of the canal. The building was erected by John Brown, a stone cutter, and half brother of the wife of Captain James B. White. The National Express Company leased the building for a number of years early in this century, and in 1909 the Nickel Plate railroad began occupying it for storage purposes. The old structure is still in excellent condition, after 105 years, and could probably last another century. Its great stone façade has watched the passing of the canal boat and the coming of the locomotive, the automobile, and the airplane. Before the building is torn down it may see many another change in modes of transportation.

On the east side of Barr Street, about midway between Columbia and Main streets, stands a three-story brick structure known in earlier days as the Hedekin House. In 1834 Michael Hedekin, a native of Ireland, came to Fort Wayne. He erected, in 1843 and 1844, this hotel, which flourished throughout the glorious days of the canal and into later times, and even today is still used as a hotel, called the Home Hotel, although stores occupy the first floor. The tavern, as hotels were then known, was opened in 1846, with Calvin Anderson as proprietor. Mr. Anderson was opposed to the use of liquor, and so the hostelry became known as the "bar-less Hedekin House," a most unusual situation, since in those days, as in these, liquor formed an important part in the life of hotels. On its second and third floors, the building has balconies, protected by fences of iron grillwork. Like most old buildings, legends have grown up around this one, one of them being that U. S. Grant spoke from one of the balconies, but, so far as we know, there is no authenticity for this or some of the other stories one hears about the structure.

In its great day, the Hedekin House was a truly grand establishment, patronized by the many visitors to Fort Wayne who came in on the canal. Lavish room and board could be had for \$4.00 per week. Women employees of the hotel received \$1.25 per week. Farmers marketed their produce on Barr Street in front of the hotel.

Evidences are still extant, of the once elaborate interior architecture of the structure. The woodwork was of heavy poplar. More than fifteen huge fireplaces, including the kitchen hearth, about 12 feet in width, in the rear of the building, can still be distinguished, although covered and unused for many years. The Hursh family, present owners of the building,

holds the abstract for the Hedekin House property, dating back to 1823, eleven years before Michael Hedekin came to the city. Of interest to Fort Wayne people is the fact that Michael Hedekin was the grandfather of the late Miss Katherine MacDougal and the late Charles MacDougal.

On a slight rise of ground a short distance east of Parnell Avenue and just north of the St. Joseph River, is located the grave of Johnny Appleseed, a famed character of this region. The grave is marked by a boulder suitably inscribed, and surrounded by an iron fence.

Johnny Appleseed, whose real name was John Chapman, was born in 1774 in Leominster, Massachusetts. Little is known of his childhood and early life. He became a follower of the religious doctrines of Emanuel Swedenborg and was ordained into the ministry of the Swedenborgian faith, also known as the Church of the New Jerusalem. Another of his early interests was fruit growing. After he left his native Massachusetts we find him turning up in Pennsylvania and Ohio, planting nurseries of apple trees from seeds; hence his nickname, Johnny Appleseed. Records particularly indicate his activity in the region of Ashland and Richland counties in Ohio, before he came to Fort Wayne, and suitable memorials have been erected in those areas. Eccentric in behavior and attire, he led a sort of vagabond life, dropping in at the homes scattered about the country side, partaking of the hospitality of the households, planting his seeds and then going on his way. He came to the Fort Wayne area about 1838, and remained here until his death, at the age of 70, in 1845. Most of us are pretty familiar with the Appleseed legend and with whatever facts are attached to the Chapman account.

In addition to the well-kept and well-marked grave of this noted figure, there is a marker in Swinney Park memorializing his activities in this area.

Another grave worthy of note in Fort Wayne is that of Samuel Bigger, governor of Indiana from 1840 to 1843. This grave is located in McCulloch Park, on Broadway, south of the General Electric buildings. The grave, marked by a stone slab, is just northeast of the park fountain. Governor Bigger came to Fort Wayne after his retirement from public office, and practiced law here until his death in 1846. He is almost a forgotten man, and it has been said of him, "This man, who had few enemies in life, can find fewer friends in death."

Fort Wayne's grandest hotel of the nineteenth century was the Aveline House, which stood on the southeast corner of Calhoun and Berry streets. The hotel was erected in the years 1860, 1861, and 1862, by Francis S. Aveline. It was originally four stories high, but in the 1880's a fifth floor was added, and the building was completely remodeled, being called the New Aveline from then on. A disastrous fire on May 3, 1908, ended the glorious days of the New Aveline. The building was destroyed, with the loss of twelve lives. On its site the Shoaff family erected an office building, at that time the highest office building in the city, and this structure still stands, being now known as the Gettle Building. Realizing the need of a modern hotel to replace the Aveline, a group of local capitalists formed the Fort Wayne Hotel Company and built the Anthony Hotel on the site of the old Berry Street Methodist Church, and this is now the Van

Orman Hotel.

In the block bounded by Calhoun, Main, Court, and Berry streets the court houses of Allen County have all been located. The first court house was a building forty feet square, which, because of faulty construction, served only for a few years after its erection in 1831. First court was held May 7, 1832. Temporary wooden structures on the courthouse square had to be erected, to supplement the space in the first building, and finally the first courthouse was condemned. Tradition has it that the building fell down, and that the gilded ball and weather vane became the property of Henry Rudisill, and were long preserved and used as the crowning ornament of the chicken-coop at his suburban home on Spy Run.

Succeeding court house buildings were constructed on the court house square in 1843-1847, in 1860-1862, and finally the present building, begun in 1897 and completed in 1902.

An historic spot which has come to the attention of the public in recent months is the Barr Street Market. In 1837 Samuel Hanna donated to the town of Fort Wayne the land bordering Barr Street on the east, extending south from Berry Street, on which the city hall and the present city market house stand. The city agreed to erect a market house thirty by sixty feet in size. There is a story, probably apocryphal, that Judge Hanna was prompted in his gift of land for a market, by dissatisfaction with local groceries of that day. In 1855 a larger market building was erected. There had been considerable discussion at this time in regard to a possible change of site, but after much argument, the original site was retained. The present market house was built in 1910, at a cost of \$20,000. This market, as we all know, extends as far as Washington Street. For a number of years the two parts of the market building, north and south of Wayne Street, were connected with a high overhead arch of lights, but this was dismantled a number of years ago. In the early part of 1957 the section of the market north of Wayne Street was torn down, and plans are being formulated to abandon and eradicate the remaining section, between Wayne and Washington streets, within the next year. Whether public sentiment for retention of the present structure will be strong enough to carry the day, only the future will tell.

The first church of any denomination or faith to be organized in Fort Wayne was the First Presbyterian Church, founded July 1, 1831. During its first six years the church met in various temporary quarters for its services. In 1837, a building forty feet square was erected on a lot on the south side of East Berry Street, between Barr and Lafayette streets. This building was occupied until 1845, when a new structure was begun, on the southeast corner of Berry and Clinton streets, where later stood the old Post Office until the erection of the present Post Office. The new church building was not completed and dedicated until November 14, 1852. In 1861 enlargement and modernization of the building was found necessary, and was so extensive, in its final form, as practically to constitute a new building. This edifice was destroyed by fire in 1882. After four years of planning and fund raising a new building was constructed at the northeast corner of Washington and Clinton streets, and completed and dedicated in 1886. In 1949 plans were first discussed looking toward the present building, at

the northwest corner of Wayne and Webster streets. This building was completed and dedicated April 22, 1956, although some other units are expected to be added in future years. The building which had served since 1886 was razed and the site is now a parking lot.

Another important religious landmark of Fort Wayne is Cathedral Square, the block bounded by Calhoun, Jefferson, Clinton, and Lewis streets. The first Catholic church in Fort Wayne was a small frame structure erected in 1837 on the site of the present Cathedral. It was called St. Augustine's Church. Father Louis Meuller was the first pastor. In 1859 this building was moved to the east side of Cathedral Square, facing Clinton Street. Shortly after this, it was destroyed by fire. In the same year, 1859, the present Cathedral was built, at a cost of \$65,000. Father Julian Benoit, one of the giants of the Roman Catholic Church, was the priest during these years under consideration, having come here in 1840. He it was who planned carefully the location and construction of the Cathedral, so that the Catholic church in Fort Wayne today has one of the best Cathedral locations in the United States, in the true sense of the word Cathedral, that is, seat and headquarters of operations.

While we are considering Cathedral Square it will be well to discuss briefly the history of the two corners of the Square facing Calhoun Street. On the southeast corner of Jefferson and Calhoun streets, once stood St. Augustine's Academy, a school for girls. This building was begun in 1845 and completed the next year. In September, 1846, it was opened to 150 girls. Father Benoit had brought the Sisters of Providence (who had arrived from Rouille-sur-Loire, France, in 1840, to found a community near Terre Haute) to staff the school. When cholera broke out in Fort Wayne in 1849, the academy was used as a temporary hospital where nuns tended the victims and one sister died of the disease. A new wing was added to the building in 1883. The Academy also housed the grammar grades until 1916. When the new Central Catholic High School was opened in January, 1939, the Academy was emptied of its students after seeing 92 successive classes pass through its portals. The building continued to house the nuns until 1949, when it was razed to make way for the present Chancery building.

On the other Calhoun Street corner, at Lewis Street, stood Library Hall, the high school for boys. Library Hall was built in 1880 as a library and parish hall. In 1909 the necessity for a central high school for Catholic male youth became so urgent that Bishop Alerding decided to convert the building into what became known as Central Catholic High School. The class of 1938 was the last to be graduated from this building. In January, 1939, pupils were transferred to the new coeducational Central Catholic High School, on the southwest corner of Lewis and Clinton streets. Old Library Hall was razed, and the site is now the location of the MacDougal Memorial Chapel, erected in 1949 with funds left by the late M. Charles MacDougal in memory of his sister, Miss Katherine MacDougal. Dedication of this building took place in January, 1950.

From a consideration of religious landmarks let us now turn to a study of the historic spots in Fort Wayne's educational field. On the east side of Lafayette Street, between Wayne and Berry streets, stood the house

built by Alexander McJunkin, where he taught a private school until 1852. In the following year a board of school commissioners consisting of Hugh McCulloch, C. Case, and W. Stewart, was appointed and the public school system of Fort Wayne was begun. The McJunkin house was rented for the first public school, and, under the principalship of Isaac Mahurin, school sessions were begun. The first two public school buildings erected as such were the Clay School, February, 1857, and the Jefferson School, September, 1857. The Clay School was at the northwest corner of Clay and Washington streets, and it was succeeded by a later Clay building, which many of us still living attended. The first Jefferson building, at the southwest corner of Jefferson Street and Fairfield Avenue, was succeeded by the present Jefferson building on the same site. In those days there were many residences in the downtown area, and many children of school age. When the gradual encroachments of business and trade began to cause a rapid diminution in the number of pupils living in the area, several years ago, the Clay building was razed and the Jefferson building, abandoned as a school, became the Jefferson Community Center.

Fort Wayne's high school, which graduated its first class of four young ladies in 1865; used temporary quarters until the building of the first Fort Wayne High School building. This was a brick structure, erected in 1866, on the north side of Wayne Street about half way between Calhoun and Clinton streets, where the Paramount Theatre now stands. The building was used as a high school until September, 1904, when the new Fort Wayne High School building was completed, on the west side of Barr Street between Lewis and Montgomery, now Douglas. The old building, however, continued in use as a vocational school and as offices for Superintendent J. N. Study and his successor, until the early 1920's. Fort Wayne High School lost its existence in September, 1922, when South Side High School was opened, and, there now being two public high schools in the city, a new name had to be chosen for the earlier school, and it became Central High School, in the same location.

In the field of higher education, we find the beginnings of the old Fort Wayne College in the founding, in 1846, of the Fort Wayne Female College, authorized by the North Indiana Conference of the Methodist Episcopal Church. The campus consisted of about three acres, situated on the west side of College Street at what was then the western extremity of West Wayne Street. A four story building was constructed. Its front looked east down Wayne Street. In 1851 the Collegiate Institute for Men was founded by the same church conference, and in 1855 these two institutions were merged into a coeducational college known as the Fort Wayne College. Through the years the school was often referred to variously as the Fort Wayne College, the old M. E. College, and the Fort Wayne Methodist College, but it seems clear from records that the official title was always Fort Wayne College, although the school was always under the aegis of the Methodist Church. The Fort Wayne College attained its greatest prosperity under the presidency of the scholarly and proficient educator, Dr. W. F. Yocum. In 1890, the property was sold to Taylor University, but the school continued to occupy the quarters until 1893, when the university was removed to Upland, Indiana, where it still flourishes as Taylor University.

No vestiges now remain of this once useful and widely known educational institution in Fort Wayne.

In the opposite end of the city, the Missouri Synod of the Lutheran Church established Concordia College in 1861. This educational institution had been founded in 1839 in Dresden, Perry County, Missouri, and had been moved to St. Louis in 1849. Actually, the move to Fort Wayne embraced a transfer of two institutions. The "Practical Seminary" which had been founded in Fort Wayne in 1846 by the Rev. Frederick Wyneken, was moved to the old college buildings at St. Louis, and the college there took up occupancy of the quarters of the seminary here. The campus consisted of 15 acres, beyond the confines of the city at that time, in a district known as Woodlawn. It presented, we are told, a primeval appearance, with the exception of a small clearing where the old Wines homestead had been placed. A college farm, of about 100 acres, located south of the city at the southeast corner of what is now the intersection of Pontiac and Anthony boulevards, proved to be of great assistance in supplying produce for the kitchen and wood for fuel. In subsequent years, various buildings were added to the original college building on the main campus, and Concordia continued to flourish as a junior college. The city extended its area far beyond the confines of the campus, which today can no longer be said to be even at the edge of town. On July 1, 1957, Indiana Technical College of Fort Wayne, which had purchased the property from Concordia for a million dollars, took entire possession of the campus, and Concordia, now a senior college, looks to the future in its grand and imposing campus on the northeastern edge of Fort Wayne.

One of the most fascinating subjects in the lore of old Fort Wayne landmarks and historic sites, it seems to me, is that of our historic houses. Most of these live only in our memories, and in the accounts we have in histories and in newspaper articles, but a few still stand today, as reminders of the gracious living that prevailed in that less hurried period, the nineteenth century.

One house that is still in existence is the Hanna Homestead, on East Lewis Street, at the southeast corner of Gay Street. Samuel Hanna, born in Kentucky in 1797, came to Fort Wayne in 1819, and lived here until his death at the age of 69 in 1866. He became one of the most influential and widely known citizens of this area. He not only made a vast fortune for himself, but he contributed much to the building of Fort Wayne and as a public spirited man he was behind almost every movement of his day, which would in any way enhance the welfare or further the progress of Fort Wayne. It was said that Judge Hanna, in riding horseback the long journey to Indianapolis, which then took several days, could always count on stopping overnight on his own land, so vast were his holdings. This story was given proof in the summer of 1956, at the museum of the historical society, when records of Judge Hanna were sorted and classified, and deeds were discovered showing ownership of these lands.

From the same findings came proof of the date of the building of the Hanna Homestead, which is now known to have been constructed in 1844. At that time, the grounds of the estate extended south beyond the present Pennsylvania tracks, and very far in other directions also. When the rail-

road came to Fort Wayne, Judge Hanna was instrumental in its organization and became a director of it. From then on there was a stop at his estate, so that if he were coming into the city from the east, he would not need to ride on into the downtown station, but could alight at his own stop and be driven the short distance to his home.

The Hanna Homestead was the seat of many social events during the occupancy of the family. It was superbly furnished in the grand Victorian style of its day, and there was much of the gaiety and brilliance that was common among the large homes of that by-gone era. Judge Hanna and his wife had thirteen children, only the youngest of whom, Eliza, was a girl. She married Fred J. Hayden, who had come to Fort Wayne from Canada to enter business here, and for whom Hayden Park and Hayden Street are named. Mr. Hayden died in 1906, but his wife lived on in the old homestead for 31 years thereafter, outliving all her brothers. Upon her death in 1937, her will directed that the home be given to the School City of Fort Wayne to be used for educational purposes, and that, if at all possible, the home be never torn down, but instead be kept in good condition at all times. For many years the School City has used the building to house its school for crippled children. Recently a movement has been set afoot to refurbish and restore the old mansion to the grandeur of its earlier days. Let us hope that Fort Wayne people will be far-sighted enough and will care enough for the preservation of this memento of earlier times, to see that these plans are carried out, before it is too late.

A mansion particularly dear to members of the Historical Society is the Swinney Homestead, since it has been for the past 31 years the headquarters of the society and the seat of its museum. Colonel Thomas W. Swinney was a pioneer business man and land owner, who built the homestead on the grounds owned by him and his wife, Lucy Taber Swinney, in the present Swinney Park, at the western end of Jefferson Street. The date of erection of the building has been variously given from 1840 to 1844, and it later had additions. The major improvement took place in 1885, when a two-story wing with attic was added on the south side. One of the principal concomitants of the home was the kitchen, originally in the basement. Culinary matters were always well to the fore in the Swinney Homestead, since so many large parties were given. Persons still living today can recall some of these dinners, at which as many as 100 would be served from gold and silver plate, and the house rang gaily with the laughter and happiness of the guests. In later years, the Swinney daughters were famous for their parties, at which, after the serving of a huge feast, everybody would be taken on a streetcar ride, on the open cars, over the city.

Under the terms of Colonel Swinney's will, the property passed into the hands of the city upon the death of the last surviving daughter in December, 1922, about six weeks after the death of her last surviving sister. In 1926 the Allen County-Fort Wayne Historical Society, which had been organized in the spring of 1921, was successful in obtaining the homestead as its headquarters and as a home for the historical museum which it had undertaken to sponsor, after the museum, formerly sponsored by the D. A. R., had had to abandon its quarters in the Allen County Court House. In January, 1927, formal dedication of the new quarters and museum took

place, and since then the society has continued to occupy the building, greatly increasing its museum holdings through the years, and improving the condition of the mansion, with the assistance of the Park Board, under whose aegis the structure legally remains.

Another old mansion still standing is the Ewing Homestead, at the northwest corner of Berry and Ewing streets. This home was built in 1854 by William G. Ewing, one of the four sons of Alexander Ewing, who came to Fort Wayne in 1822 from Troy, Ohio. William G. Ewing became a distinguished lawyer and jurist of Allen County, and was the first man to be admitted to the bar of this county. After serving as judge of probate court, he resigned in 1836 to engage in the fur trade with his brother, George W. Ewing, and became one of the wealthiest men in the Middle West. The Ewing home is a splendid example of the early American architectural period. Most of the exterior of the building is as it originally was, although the interior has seen a number of changes. Like the Hanna and Swinney homes, this home was the scene of much social life in its days of splendor, and was elegantly furnished in the taste of the day. In 1915 the mansion was acquired by Dr. Albert E. Bulson, Jr., for residence and office purposes, and it remained his property until his death. In 1948 it was purchased from Dr. and Mrs. Don F. Cameron by the Fort Wayne Chapter of the American Red Cross, which, after suitable adaptation to its needs, has occupied it ever since.

At 616 West Superior Street, on the north side of the street, stands the Hugh McCulloch home, now the property of the Fort Wayne Turnverein, or Turners as they are popularly called. This home, built about 1850, has been changed radically since its earliest days. Hugh McCulloch, at first president of the State Bank of Indiana at Indianapolis, and then secretary of the treasury in the administrations of Lincoln, Johnson, and Arthur, was away from Fort Wayne much of the time, because of the nature of his work, but in his absence his family occupied the home, and here his grandson, John Ross McCulloch, who became a widely known banker and music and art patron of Fort Wayne, and who died only six weeks ago, was born on November 15, 1869.

The back yard of the property ran down to the south bank of the St. Mary's River. There was no street at that time. When Superior Street was put through, it was allowed to curve at the McCulloch house in order not to cut off the front porch of the house. The building had a tower, which has since been removed, and it had square columns which have been replaced by round columns. The tall white picket fence surrounding the estate was removed. The grandson recalled in later years that the grounds were filled with fruit trees, and grapes as big as those in California were grown. At the back of the house were dozens of Sycamore trees. The river bank was very beautiful in those days.

Another old home still remaining, but much changed since its construction, is the present Fleming Homestead at the southeast corner of Rockhill and Berry streets, directly across from the Art School. This mansion was built about 1845-1846 by William Rockhill, pioneer citizen and business man of Fort Wayne. It at first faced the west. In 1866 it was acquired by William Fleming, another prominent business man of the day,

and was remodelled and added to. At this time the entrance was changed to make the house front on Berry Street. This mansion is still occupied by Stephen B. Fleming and his sister, Miss Sadie Fleming, the only surviving children of William Fleming.

The Eckart home, on the north side of East Wayne Street, between Barr and Lafayette streets, built about 1873 by Mr. and Mrs. Fred Eckart, Sr., also still remains, hemmed in as it is by encroaching business places in a changing area. Fred Eckart, Sr., came here from Germany as a youth, and established a butcher business which developed into the Fred Eckart Packing Company, a flourishing concern, carried on by the founder's sons, Fred and Henry, after his death in 1895, and now swallowed up by sale to another firm.

The Eckart home is one of the few still standing which has not been altered, as to either exterior or interior. Except for a coal burning furnace, with steam radiators, to succeed the original log wood burning furnace, and except for electricity which has replaced the original gas lights, no changes have been made. An interesting item about the mansion is the set of inside wooden shutters which were kept closed most of the time at practically all the windows. The mansion is larger than its outside appearance would indicate, containing three living rooms, a dining room, a bedroom and bath downstairs, seven bedrooms and a bath upstairs, and a kitchen, breakfast room, and other rooms in the basement. An ornamental iron fence in front of the grounds was presented to the Eckarts by John H. Bass, founder of the Bass Foundry and Machine Works.

Mention of Mr. Bass leads us to a consideration of his mansion on the Bass Road on the northwestern edge of Fort Wayne. Mr. Bass, born in Kentucky in 1835, came to Fort Wayne in his young manhood and became one of its leading business men. Besides his position as head of the Bass Foundry, a flourishing industry here in the latter half of the nineteenth century, he was president of the First National Bank and had many other business interests. At his death in 1922, at the age of 87, he was undoubtedly the wealthiest citizen of Fort Wayne.

Mr. Bass built his first home at Brookside, the name he gave to the estate, in 1887. This house was destroyed by fire in 1898, and plans were immediately drawn for a new and more magnificent mansion, which was completed in 1902. Set in a park-like area of some 65 acres, the home is of "Richardsonian Romanesque" architecture, constructed of stone and thick concrete, to make it as nearly fireproof as possible. In accordance with the style of the period, the structure had many large living rooms and bedrooms, ample dining space, and a ballroom, where as many as 300 guests attended the cotillions and other elaborate affairs which the Besses gave. Rooms of the house had particular names, such as the Moroccan room, the Napoleonic room, the Louis Sixteenth bedroom, and others, denoting the style of furnishings and decoration of that particular room. Grounds of the estate were kept beautiful in the summer by plants and palm trees grown during the winter in the green house behind the garage. Even bananas grew in the green house. In the heyday of Brookside, one could drive past and see graceful swans swimming on the artificial lake in front of the house, and buffalo and deer cavorting in the back field. Across the

road from the home and grounds, there was a dairy farm. Prize cattle were imported from Europe, and many horses, particularly from Scotland. Scotsmen were brought over to care for the horses and soon enough of them came to form a team for their favorite winter sport, curling. Curling was done on the frozen lake and it is said that the Scots started a fad for the sport in Fort Wayne.

After Mr. Bass' death in 1922, his widow lived in the home until her own death in 1935, and for a number of years after that Brookside was occupied by members of the family. In 1944 the estate was sold to St. Francis College, a Catholic college for girls, at Lafayette, which moved here and occupied its new quarters in September of that year. The old mansion of 1902 still serves as an administration and classroom building for the college, and a new building has been built to the west of it to house the non-resident students of this four-year college.

All of the foregoing historic houses of Fort Wayne are still standing, in greater or lesser degree as they were originally constructed. Two more homes, neither of which is still extant, remain worthy of consideration.

The first of these is the Hamilton Homestead. The grounds of this home occupied the block bounded by Clinton, Lewis, Barr, and Montgomery, now Douglas streets. It was actually the oldest of the various homes we have been examining. It was begun in 1838 and completed in 1841, by Allen Hamilton, a Fort Wayne pioneer who came here in 1823 and was named the first sheriff of Allen County in 1824. The house was a replica of the old hall in Mount Charles, Donegal, Ireland, the home of the Allen Hamilton ancestors. During the early days, the Hamiltons were hosts to many celebrities of national, state, military, and political significance, and the homestead was the most modern in the city. Allen Hamilton died at 69 in 1864, but his widow, Emerine J. Hamilton, lived on until 1889. For many years during the latter part of the last century and the early part of this, the home was occupied by members of the family, including a son, Montgomery Hamilton, two of whose five children have acquired great fame, Dr. Alice Hamilton, the physician and specialist in industrial medicine, and Miss Edith Hamilton, a writer on classical subjects, who this past summer celebrated her 90th birthday by making an airplane trip to Greece, where she received high honors for her books on Greek life and ways.

Most of us can remember the Hamilton mansion, even if not as surrounded by its original spacious grounds. The first change came in 1892, when Miss Margaret Hamilton, daughter of the builder of the estate, transformed the carriage house, which stood on the northeast corner of the grounds, and hence on the southwest corner of Lewis and Barr streets, into quarters for the struggling young Fort Wayne Art School, which had been established in 1888, and which in the intervening years had held tenancy in a number of downtown buildings. In 1903, the eastern section of the grounds, fronting on Barr Street from Lewis to Montgomery, was acquired for the building of the new Fort Wayne High School, which was first opened to classes in September, 1904. The carriage house was razed in the course of this transaction, and the Art School sought and found other quarters, in

the old Peter Kiser home, at the northeast corner of West Wayne and Webster streets, an historic site in itself. The Hamilton home remained, shorn of some of its spacious surroundings, into the mid-1930's, finally being used as a school administration building for the offices of Superintendent Louis C. Ward and other officials, until it was razed to make way for the addition to what became Central High School. Today the entire block is covered by the school, and all traces of this once lovely estate are obliterated entirely except in the memory of those of us who knew it when it still existed.

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On the northeast corner of Lafayette and Berry streets stood the Franklin P. Randall Homestead. Franklin P. Randall was long identified with the political, social, and business life of Fort Wayne. He wrote the charter by which Fort Wayne became a city in 1840. He served as mayor of Fort Wayne for five one-year terms in the Civil War era. The ground on which the original Randall home was built was purchased by Mr. Randall in 1830, after Congress authorized the sale of the military tract of 40 acres, which included the block-house and palisades of old Fort Wayne. Mr. Randall converted the homestead, which was built about 1874, into a handsome showplace. On the grounds were banana, orange, lemon, fig, and century trees, all rare tropical plants, which were taken into the east end greenhouse during the winter. Members of Mr. Randall's family continued to occupy the estate for many years after his death. Just before World War I it was sold to E. W. Steinhart, who planned to remove the house and erect an automobile showroom. Those plans failed to materialize, and the place was variously owned until the Salvation Army took an option on the property in 1941. Finally announcement was made in August, 1948, of the purchase of the estate by the Indiana Bell Telephone Company from the Salvation Army. The homestead was razed and the new telephone building now graces the corner. This is not to be confused with the Home Telephone Company's building at the northeast corner of Berry and Barr streets, which is now the General Telephone Company building.

I have dwelt at considerable length on the historic houses of the city because I feel that they have a very definite place in the lore of historic sites. In the history of these houses lies much of the history of Fort Wayne. Those who inhabited them were the leaders of our city; their lives were lived in these homes; their plans were made and their hopes and fears experienced here. These houses became a part of the fabric of the town and city. They are a part of our heritage, and we should keep them in our memories for all time.

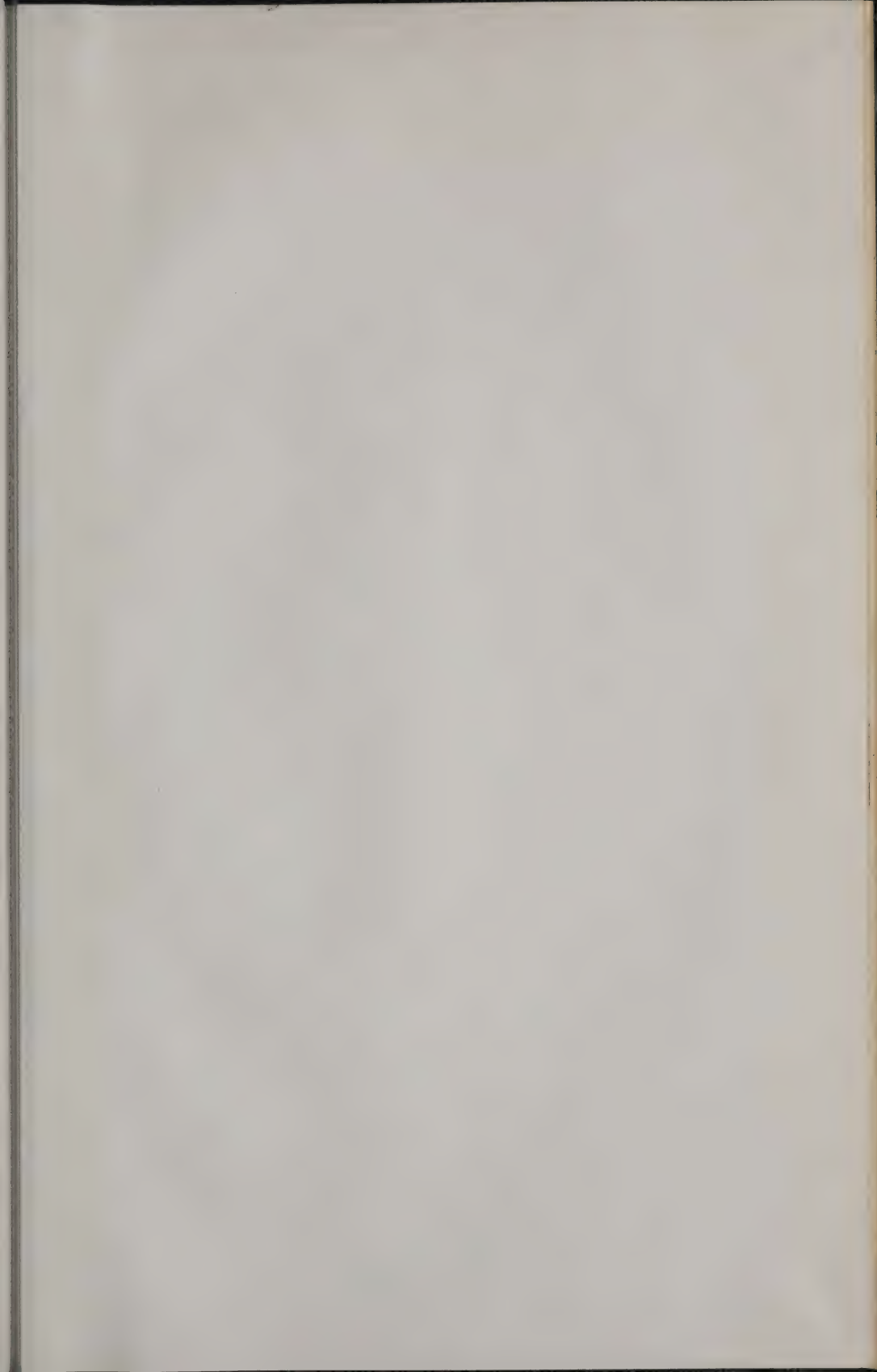
A district known as Camp Allen was the scene of the recruiting activities of several Indiana regiments which participated in the Civil War. This area lies south of West Main Street, in the pocket formed by the double bend of the St. Mary's River, southwest of the West Main Street bridge--the area which includes such present-day thoroughfares as Camp Allen Drive, Elm Street, Illinois Street, and Mechanic Street. Here the recruited armies camped and drilled until they were sent off to the southern battlefields.

A more modern landmark which is still preserved by name and spirit, if no more, is Robison Park, which I cannot refrain from mention-

ing. Who among us does not recall with nostalgic pleasure the lovely rides on the open street cars to the entrance of the park, about seven miles northeast of the city on the banks of the St. Joseph River? The park, opened in 1896, was at first called Swift Park, but was soon renamed Robison Park, honoring M. Stanley Robison, an official of the traction company which owned the park. It was a scenic and an amusement park, embodying all that was best summed up in that untranslatable word "Gemütlichkeit," with parties and picnics and frolics and wholesome fun. The coming of the automobile rang down the curtain on the life of this never-to-be-forgotten spot, and about the year 1920 it was closed by the late Robert M. Feustel as being a financial burden to the traction company which still owned it and which he managed. Knowing him as I did, and knowing his fondness for the good things in life, I can well imagine the reluctance with which he must have given the instructions for closing this delightful playground. The site of Robison Park is now owned by Mr. and Mrs. Paul Hobrock, and on part of the old grounds is a museum of old western wagons and coaches.

Of other more modern landmarks of the city some of us still have fond memories, and in this paper there is opportunity for only the barest mention of the old Arcade in the first block of West Berry Street, the old White Fruit House where the Grand Leader now stands, the old Masonic Temple and Temple Theatre, at Wayne and Clinton streets, the Princess Rink on West Main Street. These have no tablets marking their location, but they live in our memories and will continue to do so until the last of us who knew them have passed from this earth.

The story of Fort Wayne's landmarks and historic sites, is, in its essence, the story of Fort Wayne itself, and for preserving by tablet and memorial the significant spots in the city's record, such organizations as the Daughters of the American Revolution, the Society of Colonial Dames, the Allen County-Fort Wayne Historical Society and other public-spirited groups deserve our praise and thanks, as do those persons among the students and writers of the area, who help to keep the spark of interest alive by means of their research and writings. Let us only hope that one hundred years from now our same monuments, markers, and memorials, and other mementos, will still be standing, and that they will be supplemented by many more, commemorating the deeds of our own day, even as those we have surveyed commemorate the deeds of earlier days.



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